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UNIVERSITY OF MICHIGAN
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THE
Quebec and New Brunswick
RAILWAY COMPANY,
AND THE
New Brunswick Railway Co.

(FROM FREDERICTON AND WOODSTOCK
TO RIVIERE DU LOUP.)

Total Authorised Share Capital, . . . \$3,500,000,
DIVIDED INTO 35,000 SHARES OF \$100 EACH.

In addition to the Share Capital, power is reserved to borrow to the extent of \$15,000 per mile in Mortgage Debentures bearing 6 per cent. interest.

PROSPECTUS.

These Companies are formed for the purpose of constructing, under Charters granted by the Dominion of Canada and the Province of New Brunswick, an important commercial line of Railway from Fredericton and Woodstock to Riviere du Loup, so as to form a continuous line from Western Canada and the St. Lawrence to the City of St. John, New Brunswick.

It will be a continuation of the present system of railways in New Brunswick, connecting with the European and North American, and Fredericton Railways, and the New Brunswick and Canada, and Woodstock Railways, the Grand Trunk and Intercolonial Railways at Riviere du Loup. (See Map).

The distance to effect the connection between Wood-

stock and Riviere du Loup is about 189 miles, the total distance to Fredericton being about 232 miles; or, together with a Branch to Woodstock, 240 miles.

Surveys have been made of the route, and estimates prepared, from which it has been ascertained that the cost of construction will not exceed \$25,000 per mile.

The Legislatures of New Brunswick and Quebec have granted in aid of the undertaking the munificent donation of 2,400,000 acres of Crown Lands, to be given to the Company, as the Railway is proceeded with, from the Counties through which it runs.

This aid is expected to be supplemented by subscriptions of Stock from the Counties along the route, as well as from the City of St. John.

The commercial advantages of this undertaking are as follows :

I. It is, as declared by the Montreal Board of Trade, the shortest and cheapest route for freight from Western Canada to the Atlantic at St. John, where there is an open harbor all the year round.

II. It is the most direct route to Quebec for passengers to and from Europe, either by way of St. John, or by Annapolis and Halifax.

III. The distance from Quebec to St. John via this route is shorter than by any other route; being per Intercolonial Railway, 573; per Western Extension, 606; per Sherbrooke line, 445, and by this Railway, 425 miles.

IV. It will connect with Quebec the terminus of the North Shore Railway, the Canada Central, and ultimately the Pacific Railway, making St. John the winter port of the shortest Pacific line on the continent.

V. The maritime provinces of New Brunswick and Nova Scotia depend principally for flour and other articles of consumption upon Western Canada, and nearly all this traffic will come over this Railway, because, in addition to the shortness of the route, it will avoid the necessity of forwarding in bond through the United State, and also extra handling, transhipment, and insurance. There will

be a return traffic in West India produce, European and other imported goods, etc.

VI. The local traffic will be remunerative, the proposed line passing through a comparatively well settled and prosperous district, especially gifted with abundant water power, with plentiful timber and other raw materials for manufactures, and with undeveloped agricultural resources capable of sustaining a very large population.

VII. The lands granted by New Brunswick will immediately produce by sales, leases, and timber licenses a revenue to the Companies apart from the traffic of the Railway.

VIII. It is estimated that the increased value of these lands will redeem the debentures, leave the Railway unencumbered in the hands of the Shareholders, and at \$2.50 per acre pay for the cost of the Railway.

IX. It is intended to import laborers to work upon the Railway, to whom will be given free grants of land upon condition of settlement.

X. It is also the intention of the Company to import and induce settlers in every possible way, by sales of land at low rates and long credits, thus realizing profits from the lands as well as Railway.

XI. The Traffic, estimated from existing data and returns of other Railways under similar circumstances, is as follows :

Local Passenger Traffic,	\$149,000	per annum.
Through Passenger Traffic,	86,400	do.
Mails and Sundries,	20,000	do.
Through Freight from Canada, ..	144,000	do.
Return Freight to Canada,	100,000	do.
Traffic in Lumber,	150,000	do.
In Farm Produce,	60,000	do.
Supplies from St. John, St. Stephen, &c.	80,000	do.

Total Receipts, \$789,400 do.

Or \$3,400 per mile of Railway.

XII. The working expenses are estimated at 60 per cent. of the above sum, or \$473,640, thus leaving \$315,760 nett earnings. \$216,000 per annum will be required to pay the interest of the Debentures; being a balance of \$100,000 to the shareholders. An addition of only \$14,000 to this amount,

PAID BY THE COMPANY

